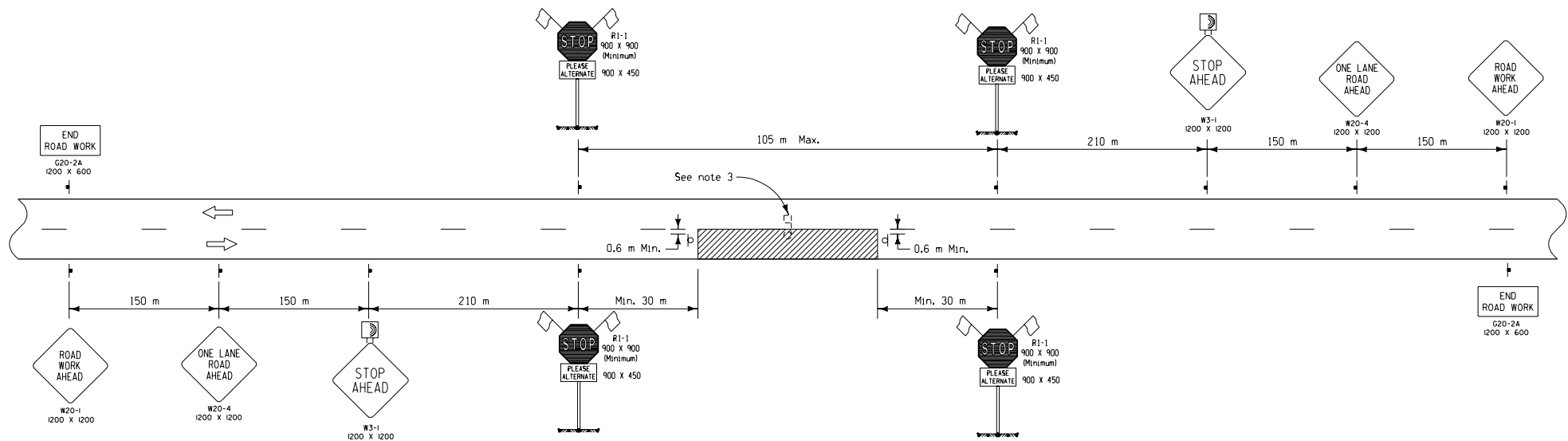


TYPICAL APPLICATIONS
Pavement Patching
Bridge Repair


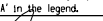


1. This layout shall not be used if the area between "Stop" signs is within a "No-Passing" zone.
2. There will be no full-depth openings during nonworking hours. Temporary filling may be necessary.
3. When workers or equipment are present, a flagger may be stationed adjacent to the work site to help direct traffic or to alert workers. The Flagger shall use a 600 x 600 millimeter red flag.
4. This layout is not appropriate when ADT (Average Daily Traffic) exceeds 2,000 vehicles.
5. A single work site layout shall be at least 750 meters from another single work site layout in the same or opposing lane.

6. Parking of private vehicles and unattended equipment will not be permitted between the shoulder lines. Materials, equipment or stockpiled waste shall not be permitted between shoulder lines during nonworking hours.
7. An exception is made to permit placement of a bridge deck finishing machine and necessary materials on the roadway the night before overlay operations. Four additional Type I Barricades shall be placed at 5 meter intervals to form a taper closing the lane containing the finishing machine and necessary equipment.
8. Red flags on "STOP" signs shall be 400 x 400 millimeters for rigid flags or 600 x 600 millimeters for cloth flags.

- ▶ Traffic Sign
- ▶ Type I Barricade (Type "A" Low Intensity Flashing Warning Light Required for Nighttime Use)
- ▶ Type "B" High Intensity Flashing Warning Light
- ▶ Flagger
- ▶ Work area

All dimensions given in millimeters unless noted.

M	 Iowa Department of Transportation Project Development Division	
	STANDARD ROAD PLAN	RS-7
	REVISION: Revise Note 7; Change Type 'B' warning light to Type 'A' in the legend.	REVISION NO. 5
	 05-24-99 APPROVED BY DESIGN METHODS ENGINEER	REVISION DATE 09-21-99
METRIC VERSION	TRAFFIC CONTROL LAYOUT FOR LANE CLOSURE ON LOW VOLUME ROADWAYS	